

DEC 1951 01-48

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Germany (Soviet Zone)

SUBJECT Port of Wismar

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| 1 | 2 |
| CD NO. | |
| OD/C NO. | |
| ORR NO. | |
| DAS NO. | |
| OCI NO. | |

DATE DISTR. 29 Jul 53

NO. OF PAGES 3

NO. OF ENCLS.

SUPP. TO
REPORT NO.25X1A PLACE ACQUIRED
(BY SOURCE)DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.)

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1. **Sea Approaches and Pilot:** The approaches to Wismar Bucht are buoyed for navigational purposes in accordance with the International Rules of the Road. There were three can buoys at Grosse Rief through which the vessel entered Wismar Bucht, but there was no pilot available at this point. We contacted our shipping agent the day before coming into Wismar to notify the pilot of our arrival. The pilot, a German, met the ship off the northwestern end of Poel Island abreast of Golwitz. The pilot's shore station is located in a lookout tower which is in a stone building at the innermost part of Wismar harbor. I do not know whether the approaches were mined.
2. **Boarding Party:** The boarding party did not come aboard the ship until she was tied up. The party consisted of two customs men, two Soviet Army Officers, and one sergeant; they wore typical Soviet uniforms with the long coat. After they were aboard the ship for about a half hour, the sergeant became drunk from spirits offered him by the crew. The two officers acted very sternly with him but actually were laughing between themselves at his predicament.
3. **Naval Vessels:** While the vessel was in port, I saw three MTB-type boats patrolling the harbor. These craft flew Soviet flags and were manned by Soviet sailors. The types most closely resembling these boats were the 78 Higgins class and the IS class. These craft were about 30' long, had little deck room, narrow catwalks, a torpedo on each side, and a machine gun forward. Two of these boats were tied up near the stone lookout tower mentioned in paragraph one.
4. **Naval Personnel:** The naval personnel to man the MTB's were billeted in the lookout tower building; they numbered between 20-25 men; they wore blue and white (looked more like gray) uniforms; they wore two long bands on their hats. The sailors engaged in a considerable amount of "lollygagging". No other naval vessels were seen in the harbor; nor were any aircraft observed.

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5. Port Facilities: In the harbor of Wismar, I observed no dredging operations of any sort. The map, drawn below, shows the relative locations of a shipyard, turning basin, and the grain wharf where the ship loaded. We could load to a draft no deeper than 17 feet at this location. There was also a small pier on the east end of the shipyard promontory. The shipyard consisted of about 200 men and was very busy. A floating drydock was also observed in the shipyard, the capacity of which I would estimate to be about 4000 - 6000 tons. I thought it had two ways and had heard that it was constructed by the Soviets recently. The vessel was loaded by means of a conveyor which carried the potash from a storehouse to the ship, the potash then being dumped through spouts into the holds. The port facilities and waterfront showed no visible signs of war damage, and very little in the town proper. The cargo handled in the port consists mostly of "fertilizer" (potash). Most ships come in ballast to load. No stockpiles of any sort were observed in port. The ship did not take on any fuel oil or lubricants in Wismar.
6. Merchant Vessels: In the harbor of Wismar, I observed a two stack passenger ship of about 3000 tons in the drydock. It was covered with a coat of red lead and was the type they usually have, similar to the German "Kraffen Freute". It appeared to me that this ship was either under construction or being fitted out, probably the latter. A trawler of 300 - 400 tons was also observed on the starboard side of the passenger ship; it was also red-lead but was afloat. It had two lifeboats. I saw ten or fifteen small Danish and Swedish schooners discharging cargo but I could not determine what it was. Small craft such as pleasure-type craft, harbor craft, fishing vessels, etc, are only permitted to leave the harbor and go into Wismar Bucht and immediate area between the hours of 0700-1800. They must get permission from the authorities to do this. I observed some fishing vessels at the "fish pier". These vessels do not get much fuel from the authorities because it is feared that they may try to escape to Germany (Federal Republic).
7. Military Activities and Personnel: I saw Soviet soldiers marching from the lookout tower to a training field located on the promontory opposite Bad Wendorf (see map drawn below). In this field they carried out some sort of infantry exercises. The contingent consisted of between 100-150 men. They wore blouses and knee boots of a hard to describe color but which looked dark tan. Some of the exercises the soldiers engaged in were reported to me by another member of the crew. These consisted of throwing hand-grenades at houses, and "stepping in and out the windows". On a Sunday, I was looking for a recreation area or beach on the promontory opposite Bad Wendorf near the place where the soldiers trained, but found the whole area to be restricted from civilians. No shore batteries were observed in the port or in this area.
8. Living Conditions: The populace in Wismar is very short on items such as cigarettes and coffee. All the "old" shipbrokers in Wismar are now united in an association (socialized) which is controlled by the Soviets, and they must now work from 0600 to 2200 hours. The shipbroker who dealt with me must now engage in blackmarket operations to maintain a decent standard of living. To this end, he asked for cigarettes and coffee for which he said he could get the following prices from "officers, engineers and dentists": 60 marks for one carton of cigarettes, 80 marks for two lbs of coffee. Though clothing, shoes and consumer goods in general are scarce, I noticed that electric tools were low-priced.
9. Social-Political: The attitude of the Germans was friendly, and I received the definite impression that they are waiting and hoping for liberation by the Germans in the Federal Republic. The port was "swarming with volkspolizei" who are very arrogant and mostly in the 16-19 year age group. About 10 or 15 of them were always stationed within 100 feet of the pier. The leader of this group was about 27 or 28 years old. No attempt was made by the authorities to place German or Polish seamen aboard the ship. Whenever the police enter a restaurant the people leave. I visited what was reputed to be the best restaurant in town (socialized) with the shipping agent whom I know in a semi-social way.

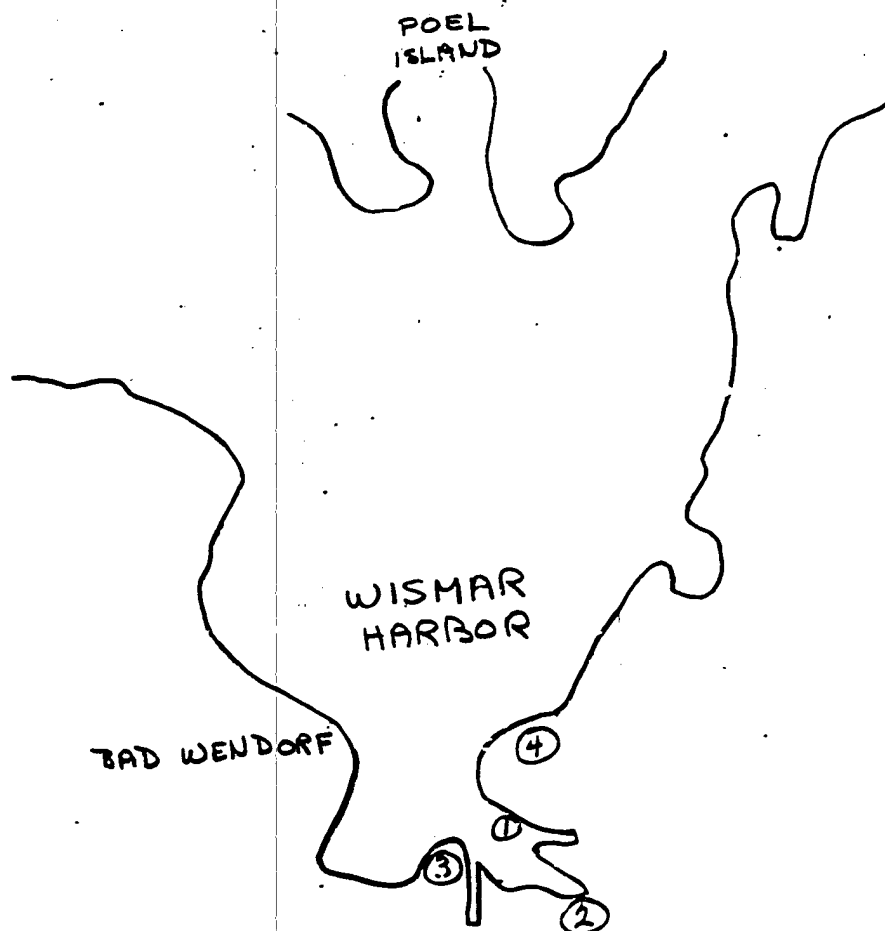
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- ① TURNING BASIN
- ② SHIPYARD
- ③ "GRAIN PIER" (WHARF) WHERE LOADED
- ④ TRAINING FIELD

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